TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): FHWA

INSTRUCTIONS:
Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)*	**Transportation Pooled Fund Program - Report Period:**
TPF-5(283)	☐ Quarter 1 (January 1 – March 31) ☑ Quarter 2 (April 1 – June 30) ☐ Quarter 3 (July 1 – September 30) ☐ Quarter 4 (October 1 – December 31)

Project Title:		
Influence of Vehicular Live Loads on Bridge Perfromance		
Name of Project Manager(s):	**Phone Number:**	**E-Mail**
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Lead Agency Project ID:	**Other Project ID (i.e., contract #):**	**Project Start Date:**
		January , 2013
Original Project End Date:	**Current Project End Date:**	**Number of Extensions:**
January, 2018	January, 2023	

Project schedule status:

☐ On schedule ☑ On revised schedule ☐ Ahead of schedule ☐ Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
		38%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date

Project Description:

Collect research quality bridge loads and bridge response data from in-service bridges to determine the effects of live loads on bridge performance, independent of all other influences on bridge component performance. Develop a comprehensive protocol for collecting research quality data, collect data at several locations across the country, maintain systems and store data in the LTBP Bridge Portal, and analyze data to quantify influences of live loading on bridge component performance.

Create 'national' database for truck loads on bridges.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

• Weekly coordination teleconferences
• Examination of candidate bridges in NC, GA, MN, PN, and IA
• Site visit to SR 52 bridge site in WI - polymer overlay defeats the ability to employ RABIT or conduct specific visual inspection protocol.
• Using PennDOT WIM locations and known Wisconsin WIM locations, a search for candidate bridges was initiated. Assess potential for SR 2 bridge to be used in WI to replace SR 52 bridge. WI indicates an existing PWIM system is operational at the site and could be leveraged to reduce instrumentation costs.

Anticipated work next quarter:

Identification of potential sites for bridge instrumentation in States contributing to the pooled fund study. Planning for instrumentation of bridges with goal of instrumenting at least two bridges in the next 12 months.

Significant Results:

Award of Phase II contract which allows State contributions to be expended on bridge instrumentation and data collection. To this point in the study, only FHWA contributions have been expended. It was necessary to prepare a SOW for Phase II objectives and award a contract (completed over the past 6 months).

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

Phase II contract is now in place that allows for the expenditure of State DOT contributions to the pooled fund study. At least 2 additional bridges will be instrumented and data collection will continue on at least three of the study bridges for 4-5 years.

Potential Implementation:

Instrument second bridge for data collection in Wisconsin in fall of 2017. Protocol and plan for instrumentation of steel girder bridge to be completed. Protocol and plan for instrumenting a concrete girder bridge to examine the influence of vehicular live loads on bridge performance has been completed. The assessment of a fiber optic BWIM system to collect truck loading is being examined on I-84 in Oregon, the site of the studies initial test bridge.